B737NG SYS BOARD OVERHEAD WIRING CHART

SWITCH INPUTS

|  |  |
| --- | --- |
| 1 SOCKET # 1-8 | 6 SOCKET # 41-48 |
| #2= YAN DAMPER | #2= L RECIRC FAN |
| #3= BAT TEST | #3= R RECIRC FAN |
| 4= STANDBY POWER | #4&5= R PACK |
| 5= DISCONNECT 1 | &7= ISOLATION VALVE |
| 6= DISCONNECT 2 | 8&9= L PACK |
| 7= GRD PWR |  |
| 8= BUS TRANSFER |  |
| #9= EMER EXIT LIGHTS |  |
|  |  |
|  | 7 SOCKET # 49-56 |
|  | #2= BLEED 1 |
|  | 3= BLEED APU |
|  | #4= BLEED 2 |
|  | #5= MANUAL VALVE |
|  |  |
| 2 SOCKET # 9-16 | 8 SOCKET # 57-64 |
| #2= AFT 1 | #2= WHEEL WELL |
| #3= FWD 1 | #3= WING |
| #4= FWD 2 | #4= ANTI COLLISION |
| #5= AFT 2 | 5&6= POSITION |
| #6= FUEL PUMP L | #7= LOGO |
| #7= FUEL PUMP R | #8&9= ENGINE START |
| #8= GEN 1 |  |
| #9= APU OFF |  |
|  |  |
| 3 SOCKET # 17-24 | SOCKET # 1-8 **BOARD#2** |
| PIN#2&3= NO SMOKING | #2= RETRACTABLE L |
| #4&5= FASTEN BELTS | #3= RETRACTABLE R |
| #6= GEN 2 | #4= FIXED L |
| #7= GEN BUS | #5= FIXED R |
| #8&9= APU | #6= RUNWAY TURNOFF L |
|  | 7= RUNWAY TURNOFF R |
|  | #8= TAXI |
|  |  |
| 4 SOCKET # 25-32 |  |
| #2= WING ANTI-ICE | 2 SOCKET # 9-16 **BOARD#2** VR45s |
| #3= ENG ANTI-ICE 1 | #2= ENGINE START GRD (1 |
| #4= ENG ANTI-ICE 2 | 3= ENGINE START OFF (1) |
| #5= HYD PUMPS B ENG 2 | #4= ENGINE START CONT (1) |
| #6= HYD PUMPS B ELEC 1 | #5= ENGINE START FLT (1) |
| #7= HYD PUMPS A ELEC 2 | #6= ENGINE START GRD (2) |
| #8= HYD PUMPS A ENG 1 | #7= ENGINE START OFF (2) |
|  | #8= ENGINE START CONT (2) |
|  | #9= ENGINE START FLT (2) |
|  |  |
| 5 SOCKET # 33-40 | 3 SOCKET # 17-24 **BOARD#2** VR45s |
| #2= WINDOW HEAT L SIDE | #2= CROSS FEED POS1 |
| #3= WINDOW HEAT L FWD | PIN#3 CROSS FEED POS2 |
| #4= WINDOW HEAT OVHT | #4= CROSS FEED POS3 |
| #5= WINDOW HEAT R FWD | PIN#5= AUTO |
| #6= WINDOW HEAT R SIDE | PIN#6=ALTN |
| #7= PROBE B | 7= MAN |
| #8= PROBE A |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  |  |

B737NG SYS BOARD OVERHEAD WIRING CHART

LED OUTPUTS

The LED placement is designed for maximum brightness and allows you to isolate different LED types to their own pin numbers.

|  |  |
| --- | --- |
|  |  |
| 1 SOCKET # 1-8 | 8 SOCKET # 57-64 |
| PIN#2= ENG VALVE CLOSED | PIN#2= GEN OFF BUS (GEN 2) |
| PIN#3= YAW DAMPER | PIN#3= SOURCE OFF (GEN 2) |
| PIN#4= LOW PRESSURE A | PIN#4= TRANSFER BUS OFF (GEN 2) |
| PIN#5= LOW PRESSURE B | PIN#5= NOT ARMED |
| 6 | PIN#6= OFF (L) |
| 7 |  |
|  |  |
| 2 SOCKET # 9-16 | 9 SOCKER # 65-72 |
| #2= SPAR VALVE CLOSED | PIN#2= MAINT |
| 3= LOW PRESSURE (HYD) | PIN#3= LOW OIL PRESSURE |
| #4= LOW QUANTITY (HYD) | PIN#4= FAULT |
|  | PIN#5= OVER SPEED |
|  |  |
|  |  |
| 3 SOCKET # 17-24 | 10 SOCKET # 73-80 |
| 2= ENG VALVE CLOSED | PIN#2= GEN OFF BUS (GEN 1) |
| 3=AUTO SLAT FAIL | PIN#3= SOURCE OFF (GEN 1) |
| #4= MACH TRIM FAIL | #4= TRANSFER BUS OFF (GEN 1) |
| 5= SPEED TRIM FAIL |  |
| 6= FEEL DIFF PRESS |  |
|  |  |
|  |  |
| 4 SOCKET # 25-32 |  |
| #2= VALVE OPEN | 11 SOCKET # 81-88 |
| 3= FILTER BY PASS (L) | #2= ON (WINDOW HEAT FWD R |
| 4= LOW PRESSURE (L) | #3= OVERHEAT (WINDOW HEAT R)- |
| #5= LOW PRESSURE (L FWD) | 4= OVERHEAT (WINDOW HEAT R)- |
| #6= LOW PRESSURE (L AFT) |  |
| PIN#7= OFF (R) |  |
|  |  |
| 5 SOCKET # 33-40 | 12 SOCKET # 89-96 |
| 2= SPAR VALVE CLOSED | #2= ON (WINDOW HEAT FWD (L)- |
| 3= FILTER BY PASS (R) | #3= OVERHEAT (WINDOW HEAT L) |
| #4= LOW PRESSURE (R)) | 4= OVERHEAT (WINDOW HEAT L |
| #5= LOW PRESSURE (FWD R) |  |
| #6= LOW PRESSURE (AFT R) |  |
|  |  |
|  | 13 SOCKET # 97-104 |
|  | #2= ON (WINDOW HEAT R) |
|  | #3= F/O PITOT |
|  | #4= R ELEV PITOT |
|  | #5= R ALPHA VANE |
|  | #6= AUX PITOT |
|  |  |
| 6 SOCKER # 41-48 | 14 SOCKET # 105-112 |
| #2= APU GEN OFF BUS | #2= ON (WINDOW HEAT L) |
| #3= BAT DISCHARGE | #3= CAPT PITOT |
| #4= TR UNIT | #4= L ELEV PITOT |
| #5= ELEC | #5= L ALPHA VANE |
|  | #6= TEMP PROBE |
|  |  |
| 7 SOCKET # 49-56 |  |
| #2= GRD POWER AVAILABLE |  |
| #3= DRIVE (1) |  |
| #4= STANDBY PWR OFF |  |
| #5= DRIVE (2) |  |
|  |  |
| 15 SOCKET # 113-120 | 22 SOCKET # 169-176 |
| 2= L VALVE OPEN | #2= MANUAL |
| 3= FWD ENTRY | 3= BLEED TRIP OFF |
| #4= LEFT FWD OVERWING | 4= WING-BODY OVERHEAT |
| #5= EQUIP | #5= PACK (R) |
| 6= LEFT AFT OVERWING |  |
| #7= AFT ENTRY |  |
|  |  |
| 16 SOCKET # 121-128 | 23 SOCKET # 177-184 |
| 2= R VALVE OPEN | PIN#2= ALTN |
| #3= OVERHEAT (ELEC 2) | #3= OFF SCHED DESCENT |
| 4= LOW PRESSURE (ELEC 2) | #4= AUTO FAIL |
| #5= LOW PRESSURE (ENG 1) | #5= BLEED TRIP OFF |
|  | #6= WING-BODY OVERHEAT |
|  | IN#7= PACK (L) |
|  |  |
| 17 SOCKET # 129-136 |  |
| #2= COWL VALVE OPEN (ENG 1) |  |
| #3= COWL ANTI-ICE (ENG 1) |  |
|  |  |
|  |  |
|  |  |
| 18 SOCKET # 137-144 |  |
| 2= COWL VALVE OPEN (ENG 2) |  |
| #3= COWL ANTI-ICE (ENG 2) |  |
| #4= OVERHEAT (ELEC 1) |  |
| 5= LOW PRESSURE (ELEC 1) |  |
| #6= LOW PRESSURE (ENG 2) |  |
|  |  |
| 19 SOCKET # 145-152 |  |
| #2= CALL |  |
| 3= AFT SERVICE |  |
| 4= RIGHT AFT OVERWING |  |
| 5= AFT CARGO |  |
| 6= FWD CARGO |  |
| 7= RIGHT FWD OVERWING |  |
| #8= FWD SERVICE |  |
|  |  |
|  |  |
| 20 SOCKET # 153-160 |  |
| 2= RAM DOOR FULL OPEN (R) |  |
| #3= ZONE TEMP (R) |  |
| #4= ZONE TEMP (C) |  |
|  |  |
| 21 SOCKET # 161-168 |  |
| 2= RAM DOOR FULL OPEN (L) |  |
| #3= DUAL BLEED |  |
| #4= ZONE TEMP (L) |  |